

AE 825
3. P15

1991/11+12

copy 3



PALMETTO

AVIATION

Volume 43, Number 10

Published by the S.C. Aeronautics Commission

November/December, 1991

SC Airports Conference A Lowcountry Success

The 1991 South Carolina Airports Conference was held in Charleston recently with almost 200 attendees learning more about aviation and its future.

The conference featured many well-known and lesser-known people in the aviation industry at the Sheraton Downtown Hotel in Charleston November 13, 14 and 15.

This year's conference had a new location and a new condensed agenda, but still maintained its traditional warm hospitality, good food and informative sessions.

The official start of the conference was an early evening recep-

tion welcoming all exhibitors and attendees to the three-days and two-nights conference.

To open our conference, Mayor Joe Riley welcomed us to Charleston followed by a Congressional Overview from Steven Brown and Don Koranda of AOPA. They explained current legislative agendas and provided insight to next year's possible problems.

The 1991 Airports Conference had some surprises as well as some favorite standards.

One new segment featured an undercover U.S. Customs agent explaining how to spot illegal activities on your airport, what suspi-

cious actions to look for and what to do about them. As the drug crisis prevails, this topic will become more and more important to us as FBO's, airport managers, airport commissioners and pilots. Lynn Collier from the FAA in Jacksonville also gave a list of a suspect pilot profile which was enlightening.

A panel discussion designed to learn more about current trends and take the guess work out of the future of aviation was scheduled for Friday morning with briefings on various aspects of aviation. Steven Townes of Stevens Aviation

See Page 6, 1991 Conference

SC Aviation Association Gets A Jump Start

A new organization formed recently will act as a catalyst for aviation in the state.

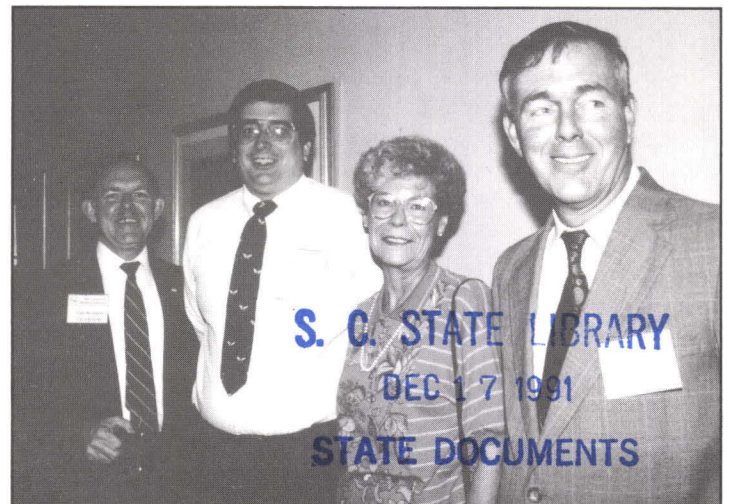
"Forming this association is the first step in bringing aviation into the public domain," said Frank Anderson, the newly elected president of the South Carolina Aviation Association and manager of the Spartanburg Downtown Airport.

"It's a tangible way of putting aviation into the limelight by bringing people involved in aviation together to discuss concerns," Anderson added.

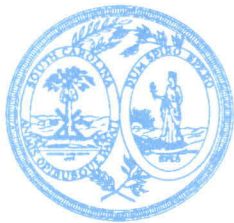
The S.C. Aviation Association officially formed on November 15 at the 1991 Airports Conference where a slate of officers and by-laws were presented to the conference attendees.

The by-laws, prepared by a group interested in

See Page 6, Aviation Association



Officers of the newly formed S.C. Aviation Association smile after being elected. Featured (l-r) are Curt Bramblett, Secretary, John Ferguson, Vice President, Bette Fralick, Treasurer and Frank Anderson, President.



PALMETTO AVIATION is an official publication of the South Carolina Aeronautics Commission. It is designed to inform members of the aviation community, and others interested in aviation, of local developments in aviation and aviation facilities, and to keep readers abreast of national and international trends in aviation.

The Aeronautics Commission is a state agency created in 1935 by the South Carolina General Assembly to foster and promote air commerce in the state.

Carroll A. Campbell
Governor

Commissioners:

Jim Hamilton, Chairman
Columbia

Rep. Olin R. Phillips, Vice Chairman
Gaffney

Edwin S. Pearlstine, Jr.,
Charleston

Dr. Crack Anderson
Chester

Curtis Graves
Denmark

Richard McClellion
Anderson

Ralph Schmidt
Greenville

Charles Appleby
Florence

Ex-Officio Members:

Sen. Isadore Lourie
Columbia

Staff:

John P. Park
Director

Helen F. Munnerlyn
Editor

New FBO at Bamberg County Airport

There's a new, yet experienced FBO at the Bamberg County Airport. Many pilots know John Barbieri as the FBO in Orangeburg. But after a 20 year stint there, Barbieri moved to Bamberg for greener pastures and a chance to build up a small general aviation airport.

Barbieri's successful career in aviation began more than 30 years

ago when he worked for T.C. Hadwin as a mechanic at the Orangeburg County Airport. After Hadwin retired in 1982, Barbieri bought the shop and opened his own business as FBO.

His new FBO, Edisto Aviation, operates from Monday through Saturday 8:30 a.m. to 6 p.m., and Sunday 1 p.m. to 6 p.m.

Airport Projects Approved for State Funds

Anderson County Airport, Clemson-Oconee County Airport, Donaldson Center, Greenwood County Airport, Laurens County Airport, Union County Airport and Woodward Field in Camden received funding for improvement projects at the Aeronautics Commission meeting October 17 in Columbia.

The Aeronautics Commission held their monthly meeting and approved more than \$600,000 for airport projects, the highest amount ever approved during one meeting.

When completed, the projects will generate more than \$4.5 million when combined with local and federal funding.

Commission Chairman Jim Hamilton announced the state allocations:

◆ **Anderson County Airport** -- \$5,072 to remove obstructions (trees); FAA and local sponsor will fund land acquisition and air navigation easements;

◆ **Clemson-Oconee County Airport** -- \$7,879 to update airport master plan, and engineering fees, appraisal fees, and legal fees for

land acquisition;

◆ **Donaldson Center Air Park** -- \$300,000 to rehabilitate first 1,000 ft. of runway 4 pavement;

◆ **Greenwood County Airport** -- \$200,000 to construct new terminal building and demolition of existing building;

◆ **Laurens County Airport** -- \$83,608 to reconstruct and widen runway 7/25, reconstruct stub taxiway and existing apron, construct an enbankment for runway extension, and installation of a medium intensity runway lights;

◆ **Union County Airport** -- \$4,000 for two drainage culverts and repairs for erosion;

◆ **Woodward Field (Kershaw County)** -- \$39,038 for a runway and taxiway extension and rehabilitation.

The following projects were funded with up to 90 percent FAA assistance: Anderson County Airport, Clemson-Oconee County Airport, Donaldson Center, Laurens County Airport and Woodward Field. The Greenwood County Airport and Union County Airport projects were funded with 50 percent local and state funds.

South Carolina Aeronautics Commission Offices are at Columbia Metropolitan Airport.
Mailing Address: Post Office Drawer 280068, Columbia, South Carolina, 29228.
Phone: (803) 822-5400, or 1-800-922-0574.

From the Directors Desk

We're Part of the Team

I was very pleased with the recent Airports Conference in Charleston and again, want to thank all of those dedicated people who put so much time into making it the success it was. I enjoyed the opportunity to meet with so many of you both socially and on a business basis, and I must admit I have never seen so much seafood consumed at any one spot as was done on Thursday evening.

The conference gave us all the ability to look at ourselves and our common love: aviation. Needless to say, there are tremendous improvements in technology occurring everyday and new ways to do the job better. There is a strong tendency in all of us to want to buy the biggest and the best improvements for our airports. But we also had a chance to look at the downside of the problem: that of disappearing federal support and the prospect of funding more on our own. Like it or not, I think all of us agree that with the current economic situation, the huge federal deficit and the tremendous competition coming from other parts of the world, federal money for airports will fall in priority.

So, we are faced with the job of making our airports better with a lot less dollars. The problem isn't new, most of us are having to face the same problem in our personal lifestyle and we fall back to the old standby: fix what we have and wait

for the better day. I would encourage everyone to do just that. Let's look at what we have. Let's check the wiring, the signage, the paint. How does the landscaping look? Can we last a couple more years if we put a new coat of paint on? Can we repair the existing runway signs? In short, let's take a really serious look at what we have and what we can fix so that our small amount of available dollars can be applied to those areas where they will do the most good.

The Commission staff is dedicated to help you in these areas. There is a lot of corporate memory and airport experience here that is willing to come to you and help you fix what you have. Our new paint machine offers a way to cut your painting costs in half. Our electricians can give you a good appraisal of your runway lighting and suggest possible renovations. The planners can give you some solid word on renovate versus new construction for terminals and hangars.

All of us want the same thing: better aviation for South Carolina. It's a team effort, and we want to be part of that team.

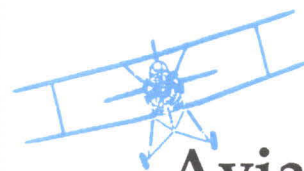
Give us a call. I'm convinced that money isn't the only area where we can help you.

Happy Holidays and we'll see you next year.

John Park

Do you want to belong to the South Carolina Aviation Association?

If you want to join the S.C. Aviation Association, just call Helen Munnerlyn at 1-800-922-0574 and give your name, address and phone number. The \$25 dues will be billed later.



Aviation Calendar

December 22

Breakfast Club
Greenville Downtown

January 5

Breakfast Club
N. Myrtle Beach

January 19

Breakfast Club
Open

February 2

Breakfast Club
Aviation Associates
Columbia Metropolitan

February 16

Breakfast Club
Alan Smoak's Airport
Do-Little Field
(near St. Matthews)

March 1

Breakfast Club
Edisto Aviation
Bamberg County Airport

March 15

Breakfast Club
Dillon County Airport

March 29

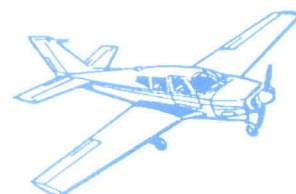
Breakfast Club
Anderson County Airport

April 12

Breakfast Club
Dorchester County Airport
Summerville

April 26

Breakfast Club
Open Date
What about your airport?



First South Carolina Hall of Fame and

In recognition of their life-long commitment to aviation, seven aviators were inducted into the first South Carolina Aviation Hall of Fame November 15, at the Sheraton Downtown Hotel in Charleston.

The awards were presented by Garland P. "Cas" Castleberry the Regional Administrator of the Federal Aviation Authority, and John Park, Director of the S.C. Aeronautics Commission during the 14th Annual S.C. Airports Conference.

"It's our hope that people who have contributed significantly to aviation in the state will be remembered for their wonderful achievements in the South Carolina Aviation Hall of Fame," said Park of the S.C. Aeronautics Commission. "This will be an annual presentation with awards on permanent display in Columbia."

Recipients were chosen by the Aeronautics Commissioners on the basis of their overall contributions and life-long commitment to aviation in the state.

The seven inductees honored for their outstanding contributions to aviation in the state are: John Cureton (1922-1988); Joe Giltner (1919 - 1980); Ernest Henderson, Sr; Bevo Howard (1914-1971); Dexter

The seven inductees honored for their contributions to aviation in the state are:

John Cureton (1922-1988)
Joe Giltner (1919 - 1980)
Ernest Henderson, Sr.
Bevo Howard (1914 - 1971)
Dexter Martin (1897 - 1982)
Frances Higham Miller
Len Povey (1904 - 1984)

Ernest Henderson, Sr. is the 1991 Aviator of the Year for South Carolina.

Martin (1897-1982); Frances H. Miller; and Len Povey (1904-1984).

Ernest Henderson was also selected as 1991 Aviator of the Year.

The ceremony held in conjunction with the Airports Conference featured remarks by Castleberry who spoke on the importance of recognizing those "who have done so much for aviation on a day-to-day and continuing basis."

While Henderson and Frances Miller were on hand to accept their awards, the remainder of the awards were presented posthumously and accepted by family members.

Henderson, upon accepting his award as Aviator of the Year, said he owed much of his success to his wife. He also recognized his sister and the many members of St.

John's Baptist Church from Columbia who accompanied him to Charleston to accept his award.

The 74-year-old Henderson was given a standing ovation for his life-long achievements and accomplishments in aviation.

Bevo Howard's son, also thanked the commission and related one memorable incident. In the summer of 1969 he assisted his father with an airshow on a stop-over in Washington Island in Wisconsin. Bevo's son remembered his father's love of aviation, the thrill of anticipating the event and the admiration of the many people who watched him perform flawlessly.

Other family members present included the Giltner family, the Howard family and the Cureton family.



The family of John Cureton was on hand to accept his Hall of Fame award.

Family members representing Joe Giltner, included his wife Lucille and Joe Giltner, Jr. Giltner was inducted posthumously into the Hall of Fame for his achievements in soaring.



Aviator of the Year Awards Presented

Hall of Fame Inductees

John Cureton (1922-1988)

Began flying career as Flight Instructor for Air Force at Southeast Training Command in Bennettsville, SC. Was a WWII Army Corps veteran and served as pilot. Worked as Flight Instructor at Stallings Air Force Base, Kingston, N.C. Served as chief of the FAA's General Aviation District Office 20 years. Served more than 28 years with Federal Aviation Administration. Instrumental in writing FAA crop dusting and pilot regulations.

Order of the Palmetto from Governor Dick Riley for Contributions to Aviation.

Joe Giltner (1919-1980)

Giltner owned Bermuda High soaring school in Chester, SC.

A WWII pilot and POW, he established the school as a national base for soaring and featured the airport in many regional soaring championships. Was the Glider Examiner designee at Chester and a former postmaster. Assisted the development of Chester Airport as Airport Commissioner.

Ernest Henderson, Sr.

A native from Laurens County, Henderson became the first Black from S.C. to obtain a Commercial Pilot License, Aviation Ground Instructor rating, Flight Instructor rating and Instrument rating. Instrumental in breaking the race barrier in aviation. Was a pilot and Flight Instructor for WWII. Became an Army Air Corps Aviation Cadet Program Instructor at Tuskegee Institute in Alabama. He trained about 20 cadets a year who entered aerial combat in the all Black 99th Pursuit Squadron in the European Theater WWII. Served as Commissioner for Columbia Owens Downtown Airport. Also named the 1991 Aviator of the Year for South Carolina.

Bevo Howard (1914-1971)

Founded Hawthorne School of Aviation in 1941 in Orangeburg where he trained more than 6,000 pilots. First pilot to perform an outside loop in a light plane. A WWII pilot, he was most famous for his aerobatic titles, including three Aerobatic World Championships and three International Championships. His most famous feat was an Inverted Ribbon Pickup where he would fly upside down and grab a ribbon. Became youngest Airline Pilot at age 22. Established Hawthorne Aviation as a fixed base operation in Charleston and a multi-million dollar business.

Dexter Martin (1897-1982)

Began flying as a "Barn Stormer," and obtained his pilot's license in 1919 which was signed by Orville Wright. Toured the southeast in the famed Mabel Cody's Flying Circus. In 1935, the S.C. Legislature created the S.C. Aeronautics Commission and Martin was its first executive director. During WWII, developed Lexington

Ernest Henderson accepts his awards as 1991 Aviator of the Year and Hall of Fame inductee from John Park, SCAC Director (l) and Cas Castleberry of the FAA.



County Airport to base a special Defense Landing Program known as Doolittle's Raiders. Established the Palmetto School of Aeronautics for aviation mechanics. Inducted into the Aviation Pioneers Hall of Fame in 1976.

Frances Higham Miller

A life-long contributor to aviation, Miller started working for Owens Field in 1948 where she earned her pilot's license in 1949, obtained her Commercial and Flight Instructors' ratings in 1950. Flight instructor for Hawthorne Aviation in 1951. Became a FAA Pilot Examiner in 1957, and administered more than 3,100 flight examinations during her thirty-year tenure. Started Miller Aviation at Columbia Metropolitan Airport in 1964. Taught or instructed almost 6,000 people in some aspect of aviation.

Len Povey (1904-1984)

A self-taught pilot, Povey's official introduction came in 1922 in the Army Air Service where he was one of the first enlisted pilots. In 1934, after a Miami air show, he was invited to inspect Cuba's air facilities and pilots, and later became head of the Cuban Air Force. He originated the Cuban Eight aerial maneuver. During WWII served as vice president of Embry Riddle in charge of four flying schools where 19,000 men earned wings. Served as vice president of Eastern Aviation. Became director of public relations for Stevens Aviation in Greenville, SC.

Representing Bevo Howard were his daughters and son. Howard was recognized for his international aerobatics and his founding of Hawthorne Aviation.



Frances Higham Miller was inducted into the 1991 S.C. Hall of Fame for her accomplishments in aviation instruction and flight examination. She personally instructed almost 6,000 students interested in flying.



1991 Conference: Highly Successful in the Lowcountry

Continued from Page 1

briefed us on the future of general aviation while Sam Hoerter talked about air cargo. Each briefing brought us to a closer understanding of what aviation in the '90s will be about and what perils to avoid.

Another general session packed with information was on storm water drainage. Roosevelt Childress of the EPA said Storm Water Drainage may be a thorn to us all but knowing the regulations will help sort out the mess associated with the federal guidelines.

One very special session involved Rudy Mancke, a state naturalist who took about 60 people on an early morning nature walk in Brittle Bank Park.

There, Mancke intrigued participants with talks about shrubbery, plants, vines, birds and a cooperative snake. Afterwards at breakfast, he talked to us about our environment and how to treat our natural surroundings.

More about topics discussed in the 1991 Airports Conference will be featured in later issues of the newsletter.

Clockwise, Bert and Rocky Gannon sample the seafood at Thursday's lowcountry dinner.

Rudy Mancke holds up a glass snake he found during the early morning nature walk with 60 attendees.

Below, Tom Zollars shows his pride in Hawthorne Corporation as an exhibitor at the Conference.



Aviation Association Gets a Start & Some Officers

Continued from Page 1

forming the association, were written with the idea that all people involved in aviation should be included. Membership includes any airport official, FBO, airport commissioner, 135 operator, pilot or anyone associated with a business or corporation which is directly associated with aviation in S.C.

Some of the objectives of the association are: to develop and establish itself as an agency promoting cooperation, assistance and information exchange among those concerned with aviation in the state, develop and distribute information on matters affecting aviation and airport development; and support, advise and recommend action to the Aeronautics Commission to benefit aviation interests in S.C.

At the Nov. 15 meeting, the slate of officers presented and subsequently elected were:

Frank Anderson of Spartanburg Downtown, President; John Ferguson of Donaldson Center, Vice-Pres.; Bette Fralick of the Colleton Airport Commission, Treasurer; Curt Bramblett City of Rock Hill, Secretary.

On the Board of Directors representing Aviation Consultants are Gary Varga of W.K. Dickson, and Glenn Lott of the LPA Group; representing Aviation Businesses are Bill Hawkins of Woodward Field and Tom Zollars of Hawthorne corporation; representing Airports are Carl Ellington of Myrtle Beach Jetport and Ron Wade of Union County Airport.

If you would like to become a member, just call Helen Munnerlyn at 800-922-0574 and give her your name and address. Copies of the by-laws are also available through her office.

Your \$25 dues will be billed to you later.

FYI From the FAA

Weather, Weather Everywhere

How to obtain a Good Weather Briefing

Here are some tips on how to get a good weather briefing from the FAA-P-8740-30B publication.

The Anatomy of a Good Weather Briefing

A good weather briefing starts with developing an awareness of the overall big picture before attempting to get a detailed weather briefing. At many locations, you can learn about the big picture by listening to the Transcribed Weather Broadcast, the Telephone Information Briefing System, or the Pilots Automated Telephone Answering Service (non-automated FSS), or by watching a good television weather report such as AM Weather.

A universal toll free number for Flight Service Station is being established. In the areas of the country where this system is operational, you can dial 1-800-WX-BRIEF and you will be switched automatically to the FSS or automated flight service station that serves the area from which you are calling. When you reach the FSS, you will be answered by a briefer.

So that your pre-flight briefing can be tailored to your needs, give the briefer the following information:

Your qualifications, e.g. student, private, commercial, and weather instrument rated.

The type flight contemplated, either IFR or VFR.

The aircraft's N-number identification. If you do not know the N-number, the pilot's name.

The aircraft type.

Your departure point.

Your proposed route of flight.

Your destination.

Your proposed flight altitude(s).

Your estimated time of departure.

Your estimated time en route.

Request that the briefer provide you with a standard weather briefing. Then listen to the briefer. The briefer will be following procedures and phraseology used by FAA personnel providing flight services.

The briefer will advise you of any adverse conditions along your proposed route of flight. When a VFR flight is proposed and actual or forecast conditions make VFR flight questionable, the briefer will describe the conditions and may advise you that "VFR flight (is) not recommended." If this occurs, or if you feel that the weather conditions are clearly beyond your capabilities, (or that of your aircraft or equipment) you should consider terminating the briefing. This will free the briefer to handle other incoming calls.

The briefer will summarize weather reports and forecasts. After the conclusion of the briefing, if there is anything that you do not

understand about the weather briefing, let the briefer know. If terminology is used that you do not understand, ask the briefer to explain. A briefer that talks too fast should be asked to speak more slowly. The amount of detail in your weather briefing will depend on how the complicated the weather situation really is.

Remember, if the weather situation really is "iffy" expect and insist upon - a standard weather briefing. It is both your legal responsibility and your prerogative as a pilot to do so.

Standard Preflight Weather Briefing

At a minimum, your preflight briefing should include the following elements:

Adverse Conditions-Significant meteorological and aeronautical information that might influence you, the pilot, to alter your proposed route of flight — or even cancel your flight entirely. Expect the briefer to emphasize conditions that are particularly significant such as low level wind shear, embedded thunderstorms, reported icing, or frontal zones.

Synopsis — A brief statement as to the cause of the weather which might affect your proposed route of flight.

Current Conditions — When your proposed time of departure is within 2 hours, a summary of the current weather, including PIREP's, applicable to your flight will be given.

En Route forecast — Expect briefer to summarize forecast conditions along your proposed route in logical order.

Destination forecast — The destination forecast for your planned ETA will be provided, including any significant changes within one hour before and after your planned time of arrival.

Winds Aloft — The briefer will summarize forecast winds aloft for the proposed route. Temperature info will be provided on request.

Notices to Airman — NOTAMs pertinent to your proposed route of flight will be provided. However, information on military training routes and areas (MTR and MOA) along with Published NOTAMs and special notices, must be specifically requested.

Abbreviated Preflight Briefing

Request an Abbreviated Briefing when you need information to supplement mass disseminated data, update a previous briefing, or when you need only one or two specific items. Provide the briefer with the appropriate background information, the time you received the previous information, and/or the specific items needed. You should indicate the source of the information already received so that the briefer

can limit the briefing to the information that you have not received, and/or appreciable changes in meteorological conditions since your previous briefing. If you request only one or two specific items, the briefer will advise you if adverse conditions are present or forecast. Details on these conditions will be provided at your request.

Outlook Preflight Briefing

You should request an Outlook Briefing whenever your proposed time of departure is 6 or more hours from the time of the briefing. The briefer will provide available forecast data applicable to your proposed flight. This type of briefing is provided for planning purposes only. You should obtain a Standard Briefing prior to departure in order to obtain such items as current conditions, updated forecasts, winds aloft and NOTAMs.

Inflight Briefing

You are encouraged to obtain your preflight briefing by telephone or in person before departure. In those cases where you need to obtain a preflight briefing, or an update to a previous briefing by radio, you should contact the nearest FSS to obtain this information. After communications have been established, advise the specialist of the type briefing you require and provide appropriate background information. You will be provided information as before mentioned. In addition, the specialist will recommend shifting to the Flight Watch frequency when conditions along the intended route indicate that it would be advantageous to do so.

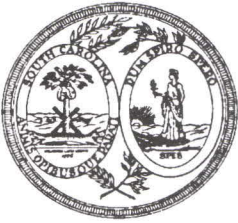
Following any briefing, feel free to ask for any information that you or the briefer may have missed. It helps to save your questions until the briefing has been completed. This enables the briefer to present the information in a logical sequence, and reduces the chance of important items being overlooked.

Weather Judgment

Judgment, which may be defined as the power of arriving at a wise decision, is the combined result of knowledge, skills, and experience. You can improve your "Go or No-Go" weather judgment by setting personal weather minimums that are higher than the legal minimums. For instance, use a 2,000 ft. ceiling and 5 miles visibility, instead of the 1,000 and 3, until you are familiar with flight under those conditions. You may then gradually reduce your personal minimums to whatever limits you find comfortable, at or above the legal limits.

For more information, call your local Flight Standards District Office. The FAA is there to help you.





**SOUTH CAROLINA
AERONAUTICS COMMISSION**

P.O. Drawer 280068
Columbia, SC 29228

BULK RATE
U.S. POSTAGE
PAID
Columbia, S.C.
PERMIT NO. 75

This Month. . .

Inside Palmetto Aviation

- New Bamberg FBO knows his business
- SC Aviation Association charts members
- Seven Inducted into Aviation Hall of Fame

...and much much more!

Earline Rodgers of Columbia FSDO Honored for Excellence

A familiar face at the FAA's Flight Standards District Office in Columbia was recently honored for her outstanding job performance and creative solutions to problems.

Many people have seen Earline Rodgers behind the counter at the FSDO, but most do not know that she has accomplished a great feat — the Department of Transportation Secretary's Award for Excellence.

Ms. Rodgers has worked with the federal government for more

than 35 years and with the FAA 18 years.

Ms. Rodgers in addition to receiving a lovely plaque, received a free trip to Washington, DC where she and her husband were treated to an awards ceremony honoring the recipients.

When she returned to Columbia, the FSDO honored her with a luncheon at a local restaurant and presented her with a brass desk set, a name plate for her office and a chocolate cake with the FAA logo.

Congratulations, Earline!



Earline Rodgers shows off her new door plaque she received from FAA employees.

This monthly publication is printed at an annual cost, including tax, of \$17,703.00, and has a circulation of 8,000 per month for a cost of \$.18 per copy. Palmetto Aviation is printed and distributed by the South Carolina Aeronautics Commission in the interest of aviation safety and to foster growth of responsible aviation in the state. The viewpoints expressed in articles credited to specific sources are presented as the viewpoints of those writers and do not necessarily reflect the opinion of the South Carolina Aeronautics Commission.